

# LACK OF ELEVATOR HERE, LONGER HALL TO HALIFAX, CAUSES FREIGHT TE-UP

### Coal Merchants Say Congestion Has Followed Government's Policy of Utilizing Available Accommodation for Benefit of Halifax—Likely to Cause Higher Prices.

Wednesday, Dec. 22. One merchant said that he had received advice from North Sydney that there were hundreds of tons held up there. Other merchants who receive their coal by rail were in the same fix. They could not get any shipments. Many cars were there already loaded but they were so badly congested that they could not be moved.

"Conditions are very bad," one man stated. "Somewhere, I do not know, the correct matters immediately or the situation will become disastrous. If a big new store of a severe cold snap should come just now there is no telling what will happen. Coal prices will go up and up. At present a general rise may occur at any minute."

Asked as to what he attributed this congestion, he stated that it was the fault of the government, entirely, and was due to no other cause than the utilization of unproportionate accommodation to bring grain via the Transcontinental to Halifax. He believed that the government's policy of utilizing unproportionate accommodation to bring grain via the Transcontinental to Halifax was the cause of the congestion. He stated that the government's policy of utilizing unproportionate accommodation to bring grain via the Transcontinental to Halifax was the cause of the congestion.

## OBITUARY

**William Alexander.**  
Death came suddenly Sunday evening to Mr. Alexander, an aged gentleman, Thomas A. Alexander, 178 Wentworth street. Mr. Alexander, who was sixty-nine years of age, had been in his usual health until a few days ago, when a physician warned him that his heart was affected, but he was feeling very well Sunday evening, after he had been lying in bed for some time. He died at his home, 178 Wentworth street, at 10 o'clock Sunday night. He was survived by his wife, Mrs. B. O. Alexander, and three daughters, Mrs. B. O. Alexander, Mrs. B. O. Alexander, and Mrs. B. O. Alexander.

## A GERMAN POWDER FACTORY BLOWN UP

(Continued from page 1)  
The explosion, which occurred at 10 o'clock Sunday night, destroyed the powder factory and caused the death of several men. The explosion was caused by a large quantity of powder which had been stored in the factory. The explosion was caused by a large quantity of powder which had been stored in the factory.

## GERMAN STANDS OUT IN FRYE CASE

Washington, Dec. 22.—Because of its possible bearing upon the open issue involved in the Lausantia and Ancon cases, the state department will make public the details of Germany's reply to the last American note regarding the sinking of the American ship William P. Frye.

## TRACHERS WANTED

WANTED—Second class female teacher, School District No. 6, Parish of Springfield. Apply, stating salary, to the undersigned at the office of the undersigned, 3515-1-4.

# CHARGES BROUGHT BY COMMISSIONER

Mr. Stewart's admission.  
Mr. Stewart in giving evidence before the court admitted that he had cut these lands for him. He also stated that he gave Freeman Goodwin authority to cut logs on part of these lands and that Goodwin also cut logs for him in 1913-14. Mr. Stewart claimed that Goodwin was to pay the stumpage on the logs cut for him, but there is no evidence that Goodwin ever paid any stumpage.

## MR. STEWART'S ADMISSION

Mr. Stewart said he could not tell how many sleepers were cut on these lands in 1913-14 but the sleepers cut were sold by him to the International Paper Co. in Quebec and were given before him to the cutting on these lands in 1913-14, all the lands covered by the license held by Stewart were cut over by Harwood, the cutting extending up to the Miramichi road on the west and to what are called the lands in question and does not include the lands on the east. This work was completed in three months and it seems very strange to him that none of this cutting ever came under the notice of the Miramichi road for the district in which these lands are situated.

## MR. STEWART LUMBER LICENSE

Basin River, Gloucester County (N. B.).  
P. J. Vent's claim in this matter that large quantities of railway ties have been cut on a certain block of crown land held under license by A. J. H. Stewart, of Bathurst, N. B., is the subject of a hearing before the Miramichi road and Basin River, in the county of Gloucester. Mr. Vent also claimed that a large number of logs had been cut on this same land on which no stumpage had been paid.

## NEPISQUIT STEEL BRIDGE

Bathurst, Gloucester Co., N. B.  
It appears from the examination of the witnesses, who gave evidence as to this matter that on the 29th day of August, 1915, a large quantity of steel was used in the construction of the bridge over the Miramichi river. The steel was used in the construction of the bridge over the Miramichi river.

## LIKELY QUESTIONS IN DEATH OF TWO WOMEN

Thursday, Dec. 23.  
May Littlefield, who was fatally injured Tuesday afternoon by jumping from the runaway trolley on King street, was a daughter of Mr. Peter Langway, of Sydney (C. B.). William J. Foster, the chauffeur of the trolley, was charged with the crime of making a statement to the police as to the cause of the accident.

## BRITISH GOVERNMENT TAKES PRECAUTIONS FOR PLANTS OF ALL SHIPES

London, Dec. 22.—Under an order-in-council issued today the government has requisitioned, for the transportation of frozen produce, all the refrigerated compartments of the steamships registered in the United Kingdom.

# H. H. THORNE'S MAIN BUILDING DESTROYED

### IN FIRE; \$150,000 DAMAGE

### Spectacular Blaze Threatened Whole Block from Market Square to Germain Street—Firemen Given Hard Fight and Delay for Time in Using Engines—Adjoining Buildings Saved in Hard Battle—\$300,000 Insurance Carried on Stock and Buildings.

Thursday, Dec. 23.  
W. H. Thorne & Co., Ltd., suffered about \$150,000 loss last night in a fire which practically gutted their main Market square building. The firm carried \$300,000 insurance divided among many companies. It was the most dangerous fire that has visited St. John in years, and for a period the entire block on King street up to Germain was in jeopardy, so much so that merchants all along the block were removing their valuables. Thousands of people from all ends of the city crowded Market square and until some organization was effected the excited crowds hampered considerably the work of the firemen.

At 10:10 o'clock the alarm of fire was sounded from box 6. Almost immediately a second alarm was rung in from the same box, including the available apparatus in the city to the scene. Fortunately, the shopkeepers were all out of the store and those who remained after 10 o'clock to complete purchases were frightened away by the shouts of fire in the passing street. This packing room was located on the third floor of the Market square building. When the first apparatus had arrived it was quite evident that the blaze had gained much progress. Through the narrow alleyway between the buildings a great mass of flames, within a short period the flames topped to the next floor and then to the top. So that in less than half an hour after the outbreak the building was one roaring mass. Explosions of ammunition could be heard distinctly and many spectators on hearing the cause of the noise moved hastily to the cause of the noise.

Within ten minutes after the first engine appeared three streams of water were pouring water into the third floor. The pressure was good, it was said, registering about seventy pounds. The stream under the direction of District Engineer Charles Jackson, who acted as chief, worked quickly and effectively. Not being familiar with the layout of the building, however, they were at a disadvantage to know how to battle with the flames most effectively. They discovered that there was an elevator well somewhere in the building and closely following they detected that the fire was being driven upward. As the fourth floor became ablaze they found the fully of operating without engines. Some little time was taken up in making connections. Three engines were located No. 4 at the corner of King and Prince William streets near the Bank of Montreal, another in front of M. R. A. Ltd. in King street, and a third in front of the Western Union. The new motor apparatus was on the scene promptly on the second call. Three streams were forced through this. Each of the steam engines sent two streams. And during the fire, it is estimated, three streams were sent to make useful three streams direct from the hydrants.

The origin of the fire.  
The fire found its origin in the packing department. James G. Harrison, secretary-treasurer of the firm, speaking to 'The Telegraph', stated that the fire was at a loss to explain just what set the blaze. Mr. Chapman, an employee, he said, was in the department just about 10 o'clock and found everything in order. About 10:08 when another of the employees found occasion to go into the department, he was astonished to find it ablaze. Immediately he sounded the alarm throughout the building. The fire-proof doors connecting with the adjoining building in Market Square and those connecting with the King street building were at once shut and every attempt was given by those in the store to prevent the fire from being confined entirely to the one building.

Smoke had already issued through the two adjoining buildings and things perishable by smoke were removed to comparative safety. It was estimated that \$200,000 worth of goods were sold and ready for delivery. The system of distributing parcels was rendered useless, and things were scattered here and there wherever individual clerks believed they would be safe. The male clerks remained as long as they could and did all in their power.

Whatever may have been the cause of the fire, it did not remain in its incipient stage for many minutes, for as the contents of the department were highly inflammable, the blaze readily gained momentum. The flames burst through the windows of the third floor and shot half way across the street, driving curious spectators half the block. It was not long before the flames gained access to the fourth floor, where they reached the roof, and a ready-made path of destruction to the roof. The amount of water being poured into the packing department somewhat subdued the progress of the fire. From the firemen believed they were to work in the third floor alone.

## VOL. LV.

# GALL FORTS

# HIGHLY LOST FRENCH STEAMER WITHOUT

Austrian Submarine Fine Craft in Mediterranean  
\$2,000,000 CARGO SENT TO  
British Steamer Yeddo, and Villa De La Clota, and French Steamer without

Paris, Dec. 27.—The Villa De La Clota, with crew and passengers, was sunk in the Mediterranean on December 27th. The Austrian submarine, which was seen in the vicinity of the vessel, was reported to have been responsible for the sinking.

Washington, Dec. 27.—The British steamer Yeddo, bound for London, was reported to have been sunk in the Atlantic Ocean on December 27th. The vessel was carrying a large cargo of goods.

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